

(Left) A glimpse of the Miles Whitney Straight under the rotor blades of the C.30 Autogiro. (Right) Visitors inspecting the circular traffic hall in the main building. (*Flight* photographs.)

airport was going to be established in the middle of London. The answer, he said, was "when everyone is so air-minded and unæsthetic that every tree in Hyde Park can be cut down."

Gatwick, he went on to explain, was one of the alternatives to a central London airport, and, with the co-operation of the Southern Railway, everything had been so well arranged that the air passenger would hardly know when he had left the Ritz and when he had arrived at the Meurice.

Between 1934 and 1935 air traffic to and from London had doubled, and he looked forward with confidence to Gatwick's future as an airport.

Dealing with the aims of the Government with regard to civil aviation, Lord Swinton said that the partnership of civil and military aviation in the Air Ministry was both sound and inevitable. Scientific research in both branches went hand-in-hand, and experiments that were of benefit in one were very often equally applicable to the other. "I promise you this," said Lord Swinton, "I will always find time for civil aviation."

Mr. W. D. L. Roberts (chairman of British Airways) proposed "The Visitors," and Mr. R. Holland Martin (chairman of the Southern Railway) replied.

The Opening Ceremony

After lunch the party moved across to the dais on the edge of the landing area, and Lord Swinton, in another brief speech, declared the airport open. Simultaneously, Flt. Lt. Gerald Hill descended by G.Q. parachute from a B.A. Swallow flown by Mr. D. M. Bay, and, coming across to the dais, presented a message of greeting to the Air Minister.

Though demonstrations of the same aircraft by the same pilots become a little wearisome to those who have to watch them week-end after week-end, everything was new to the majority of the Gatwick public, and Mr. William Courtenay's excellent microphone commentary made the whole thing comprehensible to them. As general organiser of the whole affair, Mr. Courtenay appeared to be doing the work of about six people in the intervals between announcements.

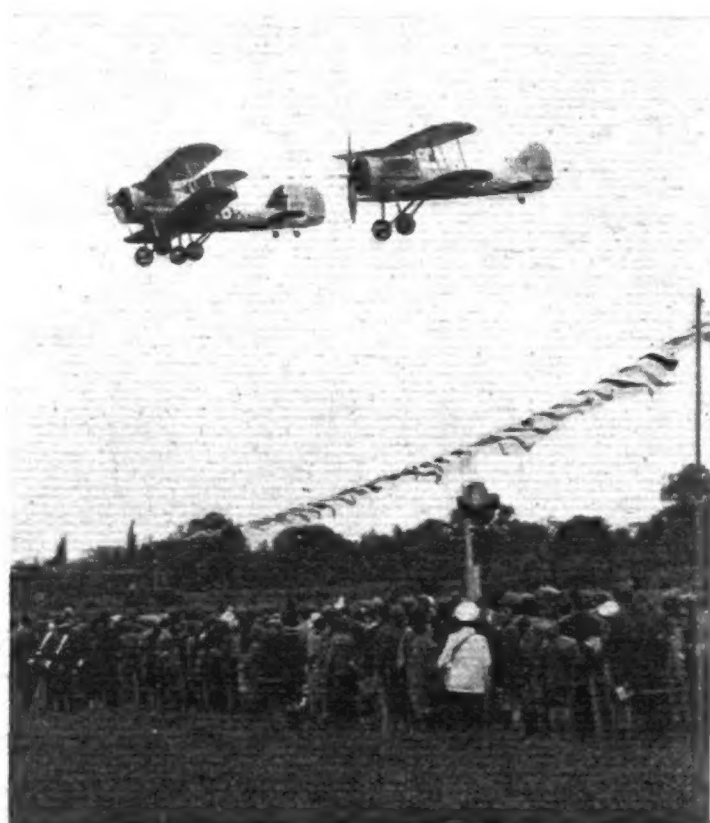
Capt. "Jimmy" Jeffs, O/C flying, had his work cut out to get things going after a start delayed by the official ceremonies over-running their time-table, but by skilful rearrangement of items he soon caught up with schedule. As cheerfully imperturbable as ever, he quietly fished the correct aeroplanes out of the sea of humanity and sent them into the air according to programme.

Mr. Brie led off with his usual brilliant exposition of the

qualities of the C.30 Autogiro, ending with a dead-stick near-vertical descent, and the B.A. Eagle (Mr. John Rogers) and Swallow followed, Flt. Lt. Gerald Hill giving a particularly entertaining crazy-flying display on the latter machine. To quote the programme's neat comment, he demonstrated its ability to assume droll and alarming attitudes, bordering on the incoherent, at all speeds without loss of control.

Mr. R. F. Hall, in the Hillson Praga, showed the public what manner of machine it was that had flown from London to Capetown on a fuel consumption of 30 m.p.g., while Mr. Kronfeld, in the Drone, and Mr. Geoffrey Hall, in the Topsy monoplane, in the air together, showed two contrasted methods of attaching aerofoils to a Douglas flat-twin engine. F/O. John Kirwan, with the Aeronca, completed the light brigade.

Capt. Percival put the Vega Gull through its paces, and



The three Gloster Gauntlets of No. 19 Squadron, which put up a magnificent tied-together display.